Public Meeting

South Lakefront Corridor Transit Study

City of Chicago Department of Transportation & Department of Housing and Economic Development

Funded by Regional Transportation Authority

April 13, 2011

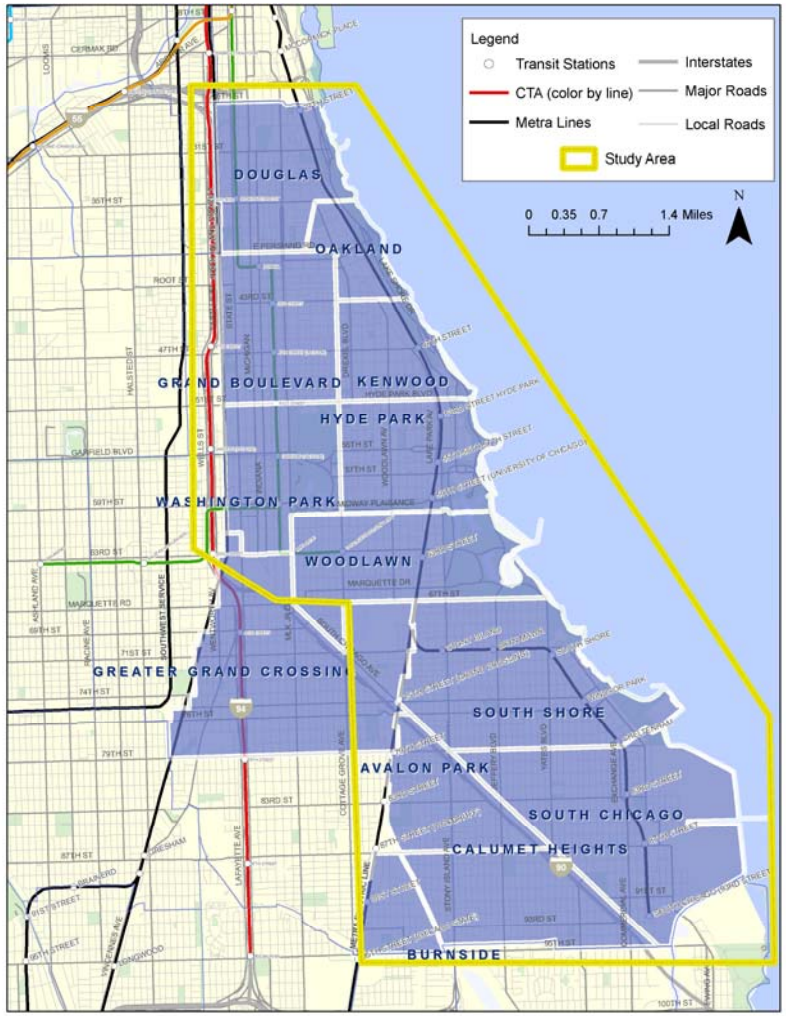
In partnership with

Presentation Agenda

- Study Overview and Goals
- Key Findings of Early Technical Tasks
  - Market Analysis
  - Existing Conditions
  - Opportunities for Improvements
- Public Involvement
  - Stakeholder Input to Date
- Questions and Comments

Study Goals and Study Area

- Goals
  - Enhanced mobility/ access to jobs and services
  - Promote economic vitality of the study area
- Desired outcome
  - Consensus on reasonable options for subsequent study
- Timeframe for study
  - Completion early 2012



Study Area Transit Services

- CTA
  - » Red Line (Dan Ryan)
  - » Green Line (EJP)
  - » Express Buses (2, 6, 10, 14, 26, X28)
  - » Local Buses
- Metra Commuter Rail
  - » Electric District
    - Main Line
    - South Chicago Branch
  - » Rock Island District
    35th Street Station

Source: http://www.cityofchicago.org/city/en/depts/doit/supp_info/gis_data.html

Project Scope

- Conduct demographic and travel market analysis
- Conduct inventory of transportation services and infrastructure
- Review prior studies, plans and proposals
- Analyze existing conditions and identify issue areas
- Conduct public meetings, stakeholder interviews and other public outreach
- Identify and define opportunities for improvement
- Evaluate transit investment and policy alternatives

Study Leadership and Team

- Chicago Department of Transportation (Study Sponsor)
  - Project Manager – Richard Hazlett
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  - Deputy Project Manager – Brenda McGruder
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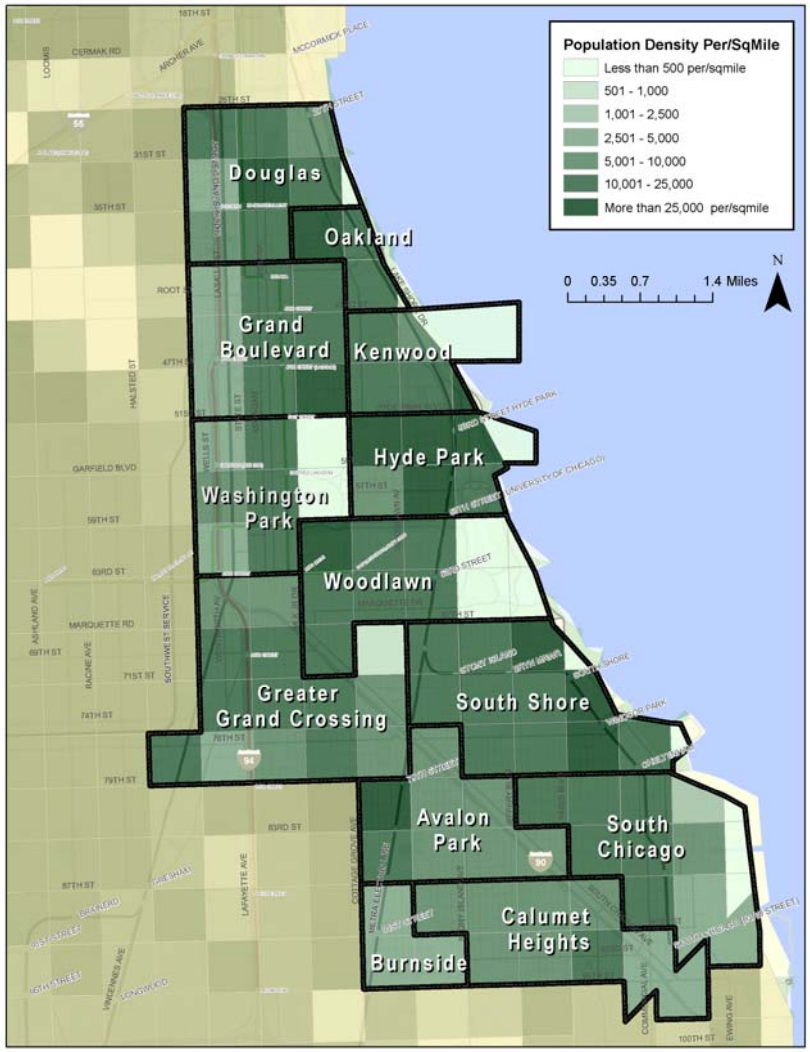
- Technical Advisory Committee
  - Chicago Department of Transportation (CDOT)
  - Chicago Department of Housing and Economic Development
  - Regional Transportation Authority (RTA)
  - Chicago Transit Authority (CTA)
  - Metra
- Consultant Team Members
  - Cambridge Systematics, Inc.
  - URS Corporation
  - O-H Community Partners, Ltd.
  - MKC Associates
  - EJM Engineering, Inc.

Overview of Study Area Communities

- Largest Population
  - South Shore
- Most Densely Populated
  - Oakland, South Shore, Hyde Park
- Job Concentrations
  - Hyde Park (30,000 jobs) followed by Douglas (11,000)
- Vehicle Availability
  - One third of households have no vehicle -- almost 3 times regional average



Prior Studies and Proposals

- Gray Line and Gold Line Proposals
- Reconnecting Neighborhoods Study
- Red Line Extension Alternatives Analysis
- CDOT Central Lakefront Transit Study
- Jeffery Boulevard Bus Rapid Transit Pilot Project (FTA Grant)

Completed & Planned Improvements - Metra

- Completed
  - Eight New Metra Electric South Chicago Branch stations
  - Reconstruction of Hyde Park/53rd, Kenwood/47th and 55-56-57th Stations
  - New Infill Rock Island/35th Station
  - New Millennium and Museum Campus Stations
  - Rehabilitation of 95th Street Station
  - Rehabilitation of 4 electrical substations
- Ongoing
  - New Metra Electric Cars (Highliner replacements)
- Planned
  - Rehabilitation of 59th and 63rd Street Stations

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Completed & Planned Improvements - CTA

- Completed
  - Restructuring of S. Lakefront Express Bus routes
  - 35th - Bronzeville Station repairs
  - Remodel Red Line stations
  - New CTA buses
  - Bus Tracker real-time travel information
- Ongoing
  - Red Line track work to eliminate slow zones
  - Jeffery Boulevard Bus Rapid Transit Pilot Project
  - 406 new rail cars
- Planned
  - Red Line Extension (not yet funded)

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Key Findings: Service & Coverage

- Generally comprehensive coverage throughout day, some coverage gaps
- Some services operate infrequently off peak and weekends
- Red Line and key bus routes offer overnight service
- Some higher density areas lack rail service while some areas with rail stations have relatively low density
- Some neighborhoods have longer travel times to key destinations, e.g., Cottage Grove Avenue at Pershing and at 58th
- Lack of fare coordination between Metra and CTA may inhibit full utilization of services

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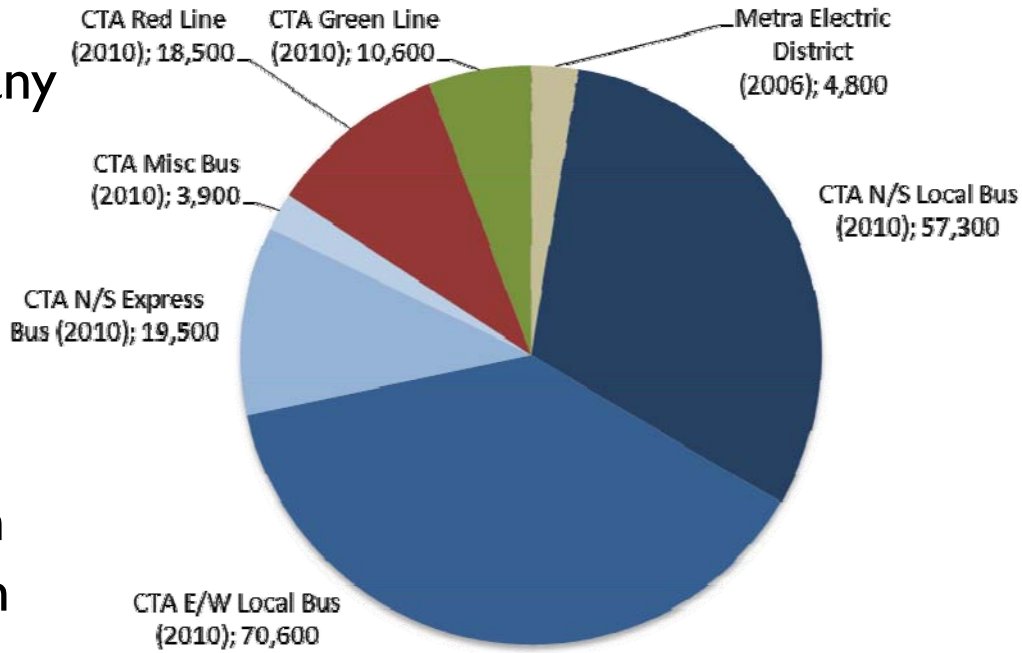
Key Findings: Ridership and Capacity Utilization

- Vast majority of transit trips on CTA bus
- Rail ridership declined at many stations on the Green Line and Metra Electric
- Ridership gains for Red Line
- Additional capacity exists on some rail and bus services in the study area



Key Findings: Market Analysis

- Nearly two-thirds of trips by study area residents go outside study area
- Work Trips
  - » Key destinations - Central Business District, Hyde Park in the study area,
  - » High transit mode share among large number of trips to CBD
  - » Lower transit share for non-CBD destination
- Non-Work Trips
  - » Less downtown focused; many local and some dispersed
  - » Relatively low transit mode share between neighborhoods within the study area
- Future Growth in Travel
  - » Only modest population and employment growth projected
  - » Some major developments underway or planned

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Key Findings: Transit Rider Patterns & Purpose

- **Metra**
  - Mostly work trips on South Chicago and Main Line for study area residents
  - Predominant destination is Downtown including Loop and North Michigan Avenue
  - Over half City Metra users walk to stations
  - Little use of CTA bus to/from stations
  - Significant drop-off/carpool for outbound trips
- **CTA**
  - Work is the predominant trip purpose to, from and within study area
  - Personal trips common in midday and evening within study area
  - Various non-work purposes more prevalent within study area – many in the evening
  - 60% of trips from the study area make no transfer; 10% make 2 or more transfers

Key Findings: Infrastructure and Planning

- Transit service boards facing funding challenges to keep system in state of good repair
  - » RTA estimated $24.6 billion needed for region in10 years
  - » CTA need in study area is estimated at $1.35 billion
  - » Metra Electric District Lines need is estimated at $1.8 billion
- Plans for Jeffery Blvd. Bus Rapid Transit and Red Line Extension (not yet funded)
- Any new rail lines and major rail improvements in the study area would likely require substantial investments

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Opportunities for Improvement

- Service from study area to job-rich areas
  - To Kenwood/Hyde Park
  - To other parts of the city such as the Illinois Medical District and Midway Airport areas
  - To suburban areas
- Service for non-work trips to retail/social service/ schools/other activity centers in the study area
- Local circulation in activity centers and redevelopment areas (e.g., Hyde Park, Lakeside)
- Target large trip flows with low mode share (e.g., Washington Park to Hyde Park, local travel)

Opportunities for Improvement (continued)

- Target high density locations without rail or fast bus service
  - Cottage Grove (35th - Garfield), Yates (79th - 91st), 59th & Woodlawn
- Reduce long bus travel times and improve reliability
  - King Drive, Cottage Grove, Stony Island, Jeffery
  - Cross-town (east-west)
  - To more distant destinations (Midway, suburbs)
- Facilitate transfers through fare and routing changes
- More comfortable and visually-appealing pedestrian access and wayfinding amenities at Metra Electric Main Line stations
- Market existing real-time travel information at many CTA and Metra stations

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Public Involvement

- Public Advisory Committee
  - » Provides advisory services throughout the study
  - » Shapes and informs the final plan recommendations
  - » Acts as a liaison to community stakeholders
- Public Open House Meetings
- Stakeholder Meetings
  - » Aldermen
  - » Community Leaders/Residents
  - » Institutions
  - » Developers & Businesses
- Information Sharing
  - » Fact Sheet
  - » Website
  - » Dedicated Email Address:

    southlakefront@cityofchicago.org

Screening Evaluation Measures

- Mobility Improvement
- Support for Economic Development
- Maintain or Improve the Service for the Existing Riders
- Potential Market
- Efficiency and Productivity
- Overall Cost to Implement
- Factors Affecting Implementation
- Time Frame to Implement

Improvement Ideas Offered By PAC Members

- **Safety**
  - » Work with law enforcement and elected officials to improve safety at and around rail stations/bus terminals
- **Travel Times**
  - » Faster service along the Cottage Grove, State Street, King Drive, 47th, 51st & 79th Street bus routes
- **Key Linkages**
  - » Enhance bus service linking Green and Red Line stations on 35th, 47th and 55th Streets
- **Knowledge of Services**
  - » Provide more accurate and up-to-date Bus Tracker and Train Tracker information
  - » Increase information options for those without internet access
- **Customer Comfort**
  - » Repair and maintain Green Line and Metra Electric stations
  - » Increase capacity of bus shelters at busy locations
  - » Enhance pedestrian and bicycle station access
- **Frequency of Service**
  - » Increase off peak frequency on Metra Electric Main Line
  - » Add a Metra station at 39th Street
- **Seamless Travel**
  - » Create low-cost fare transferability between CTA and Metra
- **Economically Viable Neighborhoods**
  - » Improve types of businesses located near rail and bus stations using policy and zoning regulations

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Thank You!

The South Lakefront Study Team thanks you
for attending this important meeting!

South Lakefront Corridor
Transit Study

Special thanks to IIT
for offering this space at University Technology Park

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